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APP # 700095

A. List of Restoration Activities

Upper Lake OHV route #60, also known as Ericson Ridge 4x4 trail, encroaches onto private property in the far northwest portion of the route and then continues onto Forest Service land (see map). This was recently discovered by Forest Service personnel when they surveyed the area in preparation for an impending timber sale. The objective of this project is to reroute the trail back onto National Forest System lands utilizing an old existing skid trail and rehabilitating and closing approximately 1/4 mile of rutted road bed that exists on National Forest System lands beyond the private property boundary (see map). The district is not asking funding for a reroute since the existing skid trail which will replace the section of trail that is currently on private property will be reopened by a Forest Service dozer when timber harvesting commences. The district would like to restore the 1/4-mile rutted road bed to its natural state and permanently close the area to motorized use. The closure of the restored area to motorized vehicle traffic will be accomplished by strategically installing three segments of metal guard rail barriers. The treatments needed to rehabilitate and restore the rutted road bed back to its natural state are as follows: Mechanical ground scarification to break up soil compaction and provide an adequate seed bed. Water control features in the form of earthen water bars will be installed in 25-50 foot intervals along the course of the closed road segment to facilitate drainage and prevent further soil erosion. All of this work will be performed by a D-6 tractor. The restored area will also receive an application of weed free straw mulch and other available organic material such as slash, leaf litter and pine needles. In addition to the metal guard rail barriers, signage will be placed on both ends of the segment to reinforce the closure and prevent further illegal use. Upper Lake OHV Technicians/FPO's will monitor the site after the area has been closed and restoration efforts have been completed.

B. How the Proposed Project Relates to OHV Recreation

This project is needed in order to sustain a specific OHV opportunity on the district. The district has only four routes designated as true 4x4 routes and the Ericson route is one of those routes. As mentioned in the List of Restoration Activities, a segment of this route was recently discovered by the Forest Service to be on private property. The bypassing of the segment in question onto a pre-existing skid trail is necessary in order to maintain connectivity from the beginning terminus to the ending terminus of the route.

C. Size of Project Site

The linear segment of the route that will be rerouted onto the existing skid road is approximately 300 feet, the existing skid road is approximately 600 feet in length. As discussed in the List of Restoration Activities, the Forest Service will implement the opening of the skid road in order to redirect OHV traffic that is currently encroaching onto private property. The segment of road that we are requesting funding to restore extends beyond the private property boundary and on to National Forest System lands for 1/4 of a mile. Three metal guard rail barriers (approximately 25 ft, 25 ft and 12 ft in length) will prevent further incursion onto the private property and the 1/4 mile of restored/decommissioned road bed.

D. Monitoring and Methodology

The monitoring to be implemented will be conducted by Forest Service personnel. Specifically, FPO's and LEO's during the course of their routine patrols of the area. Required soil loss monitoring of the Ericson 4x4 route will also be used to determine the effectiveness of the closure and whether the restoration measures have been successful. The methodology to determine the successful outcome of the project will include visual observations over time that will be documented by photos taken after the project has been completed and compared to before photo's for comparison.

E. List of Reports

N/A

F. Goals, Objectives and Methodology / Peer Reviews

N/A

G. Plan for Protection of Restored Area

Weather permitting, law enforcement patrols by FPO's and LEO's will be conducted on a bi-monthly basis to ensure that the intrusion into the project area does not continue. The installation of the three barriers that are being requested in this grant request will ultimately determine whether the protection measures are successful. It has been our experience that the installation of metal guard rail barriers that are secured with metal posts and concrete footings are virtually tamper proof and cannot be removed once in place. Signing will also be placed in strategic locations near the barriers to further deter illegal motor vehicle intrusions into the restored/closed area.

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1. Project-Specific Maps

Attachments:

[Ericson 4X4 Trail Decommission Map](#)

2. Project-Specific Photos

Attachments:

[rutted road bed](#)
[pre-existing logging road \(connector\)](#)
[metal guard rail location \(B-1\)](#)
[metal guard rail location \(B-2\)](#)
[metal guard rail location \(B-3\)](#)

Project Cost Estimate for Grants and Cooperative Agreements Program - 2008/2009
Agency: USFS - Mendocino National Forest
Application: Ericson 4X4 Trail Decommission

6/2/2009

FOR OFFICE USE ONLY:		Version # _____	APP # _____
APPLICANT NAME :	USFS - Mendocino National Forest		
PROJECT TITLE :	Ericson 4X4 Trail Decommission	PROJECT NUMBER (Division use only) :	
PROJECT TYPE :	<input type="checkbox"/> Acquisition <input type="checkbox"/> Development <input type="checkbox"/> Education & Safety <input type="checkbox"/> Ground Operations <input type="checkbox"/> Law Enforcement <input type="checkbox"/> Planning <input checked="" type="checkbox"/> Restoration		
PROJECT DESCRIPTION :	<p>Upper Lake OHV route #60, also known as Ericson Ridge 4x4 trail, encroaches onto private property in the far northwest portion of the route and then continues onto Forest Service land (see map). This was recently discovered by Forest Service personnell when they surveyed the area in preparation for an impending timber sale. The objective of this project is to reroute the trail back onto National Forest System lands utilizing an old existing skid trail and rehabilitating and closing approximately 1/4 mile of rutted road bed that exists on National Forest System lands beyond the private property boundary (see map). The district is not asking funding for a reroute since the existing skid trail which will replace the section of trail that is currently on private property will be reopened by a Forest Service dozer when timber harvesting commences. The district would like to restore the 1/4-mile rutted road bed to its natural state and permanently close the area to motorized use. The closure of the restored area to motorized vehicle traffic will be accomplished by strategically installing three segments of metal guard rail barriers. The treatments needed to rehabilitate and restore the rutted road bed back to its natural state are as follows: Mechanical ground scarification to break up soil compaction and provide an adequate seed bed. Water control features in the form of earthen water bars will be installed in 25-50 foot intervals along the course of the closed road segment to facilitate drainage and prevent further soil erosion. All of this work will be performed by a D-6 tractor. The restored area will also receive an application of weed free straw mulch and other available organic material such as slash, leaf litter and pine needles. In addition to the metal guard rail barriers, signage will be placed on both ends of the segment to reinforce the closure and prevent further illegal use. Upper Lake OHV Technicians/FPO's will monitor the site after the area has been closed and restoration efforts have been completed.</p>		

	Line Item	Qty	Rate	UOM	Grant Request	Match	Total
DIRECT EXPENSES							
Program Expenses							
1	Staff						
	Other-Equipment Operator Notes : Agency contribution is Equipment Operator salary for opening up existing skid trail.	6.000	290.970	DAY	0.00	1,746.00	1,746.00
	Other-Equipment Swamper	6.000	250.000	DAY	0.00	1,500.00	1,500.00
	Other-ULRD OHV Tech/FPO GS-07	7.000	256.000	DAY	1,792.00	0.00	1,792.00
	Other-ULRD OHV Tech/FPO GS-06	5.000	211.380	DAY	1,057.00	0.00	1,057.00
	Other-ULRD Laborer WG-08	5.000	276.810	DAY	1,384.00	0.00	1,384.00

Project Cost Estimate for Grants and Cooperative Agreements Program - 2008/2009
Agency: USFS - Mendocino National Forest
Application: Ericson 4X4 Trail Decommission

6/2/2009

	Line Item	Qty	Rate	UOM	Grant Request	Match	Total
	Other-ULRD OHV Mgr. GS-09	5.000	289.860	DAY	1,449.00	0.00	1,449.00
	Other-Civil Engineering Tech	1.000	329.480	DAY	329.00	0.00	329.00
	Total for Staff				6,011.00	3,246.00	9,257.00
2	Contracts						
3	Materials / Supplies						
	Other-Cement Mixer Rental	5.000	50.000	DAY	250.00	0.00	250.00
	Other-Post Hole Cement	40.000	3.000	EA	120.00	0.00	120.00
	Other-12' Metal Guard Rail Barrier	6.000	86.250	EA	518.00	0.00	518.00
	Steel Post	8.000	56.250	EA	450.00	0.00	450.00
	Other-Connecting Hardware	1.000	120.000	SET	120.00	0.00	120.00
	Other-Shipping /Freight Cost	1.000	2000.000	EA	2,000.00	0.00	2,000.00
	Signs	6.000	50.000	EA	300.00	0.00	300.00
	Other-Straw Bales	50.000	5.000	EA	250.00	0.00	250.00
	Other-Misc. Supplies	1.000	250.000	EA	250.00	0.00	250.00
	Total for Materials / Supplies				4,258.00	0.00	4,258.00
4	Equipment Use Expenses						
	Other-D-6 Tractor Notes : Vehicle# 7077	16.000	13.600	HRS	0.00	218.00	218.00
	Other-Truck Transport Notes : Vehicle # 7297	260.000	1.000	MI	0.00	260.00	260.00
	Other-3/4 Ton Utility Notes : Vehicle # 2136	260.000	0.520	MI	0.00	135.00	135.00
	Total for Equipment Use Expenses				0.00	613.00	613.00

Project Cost Estimate for Grants and Cooperative Agreements Program - 2008/2009
 Agency: USFS - Mendocino National Forest
 Application: Ericson 4X4 Trail Decommission

6/2/2009

	Line Item	Qty	Rate	UOM	Grant Request	Match	Total
5	Equipment Purchases						
6	Others						
7	Administrative Costs						
Total Program Expenses					10,269.00	3,859.00	14,128.00
TOTAL DIRECT EXPENSES					10,269.00	3,859.00	14,128.00
TOTAL EXPENDITURES					10,269.00	3,859.00	14,128.00

Project Cost Summary for Grants and Cooperative Agreements Program - 2008/2009
 Agency: USFS - Mendocino National Forest
 Application: Ericson 4X4 Trail Decommission

6/2/2009

	Line Item	Grant Request	Match	Total	Narrative
DIRECT EXPENSES					
Program Expenses					
1	Staff	6,011.00	3,246.00	9,257.00	
2	Contracts	0.00	0.00	0.00	
3	Materials / Supplies	4,258.00	0.00	4,258.00	
4	Equipment Use Expenses	0.00	613.00	613.00	
5	Equipment Purchases	0.00	0.00	0.00	
6	Others	0.00	0.00	0.00	
7	Administrative Costs	0.00	0.00	0.00	
Total Program Expenses		10,269.00	3,859.00	14,128.00	
TOTAL DIRECT EXPENSES		10,269.00	3,859.00	14,128.00	
TOTAL EXPENDITURES		10,269.00	3,859.00	14,128.00	

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ITEM 1 and ITEM 2

ITEM 1

- a. ITEM 1 - Has a CEQA Notice of Determination (NOD) been filed for the Project? ☐ Yes ☒ No
(Please select Yes or No)

ITEM 2

- b. ITEM 2 - Are the proposed activities a "Project" under CEQA Guidelines Section 15378? ☒ Yes ☐ No
(Please select Yes or No)
- c. The Application is requesting funds solely for personnel and support to enforce OHV laws and ensure public safety. These activities would not cause any physical impacts on the environment and are thus not a "Project" under CEQA. (Please select Yes or No) ☐ Yes ☒ No
- d. Other. Explain why proposed activities would not cause any physical impacts on the environment and are thus not a "Project" under CEQA. DO NOT complete ITEMS 3 – 9

ITEM 3 - Impact of this Project on Wetlands

The Restoration activities associated with this Project proposal falls within a category of actions listed in the Forest Service NEPA handbook (FSH) that is categorically excluded from documentation in a Decision Memo and does not require preparation of a project file per FSH 1909.15 section 31.12 (5) "Repair and maintenance of roads, trails and landline boundaries".

Analysis of this project included preparation of a Biological Evaluation/Assessment (BA/BE) in conformance with Section 7 of the Endangered Species Act and FSM 2670.3 and 2672.4. The proposed Project work would have no effect to threatened, endangered, sensitive or proposed sensitive species. No "limited operating periods" are required.

Hydrologically stabilizing and closing the unauthorized 1/4 mile section of the user created route would not have any adverse impacts on wetlands, navigable waters or sensitive habitats and species as none are present in the immediate project vicinity. The Ericson Ridge area drains into Lake Pillsbury, which releases water into the main fork of the Eel River, which provides downstream municipal water and critical anadromous fish habitat. The Upper Main Eel River watershed has been listed by the State of California as an "impaired Watershed", for both sediment and temperature, under Section 303d of the Clean Water Act. The State has developed Total Maximum Daily Load (TMDL) standards for sediment and temperature designed to improve watershed conditions. Closing and hydrologically stabilizing the road bed will reduce sediment discharge, improve water quality and habitat conditions for anadromous fish and help meet TMDL standards.

Implementation of the proposed work will entail compliance with numerous Best Management Practices (BMP's 2.3, 2.4, 2.7, 2.9, 2.11, 2.12, 2.26, 7.7) designed to minimize erosion and protect water quality.

ITEM 4 - Cumulative Impacts of this Project

The Ericson 4x4 Trail Decommissioning Project would have no negative cumulative impacts, only positive impacts in the form of sediment reduction and fisheries habitat improvement. The proposed work is a one-time activity of short duration. The tractor work will not take longer than 2-3 days. To help mitigate any cumulative impacts "Best Management Practices" (BMP's 2.3, 2.4, 2.7, 2.9, 2.11, 2.12, 2.26 7.7) will be implemented.

The project location is within the Upper Main Eel River watershed and other management requirements for the project in order to mitigate cumulative impacts include conducting the ground disturbing activities when the ground is sufficiently dry and to keep the equipment at least 25 feet away from stream courses. No "Limited Operating Period" restrictions for wildlife species exist within the project work area. Hydrologically stabilizing the severely rutted road bed and closing it to further unauthorized motorized use will reduce sediment discharge, improve water quality and habitat conditions for anadromous fish and help meet TMDL standards.

ITEM 5 - Soil Impacts

The unauthorized user-created road bed that will be hydrologically stabilized and closed will be out sloped and earthen placed as needed to prevent any further sediment transport due to extreme rilling and rutting which currently exist. The road bed to be restored has a less than 15 percent slope so effects on the environment due to excessive steep slopes during project implementation is not an issue of concern.

The 600 foot section of pre-existing skid road that will be used to reroute the OHV's back onto the Ericson Ridge 4x4 route is located on relatively level ground and the amount of ground disturbing work needed to make this a functioning segment of trail that conforms to state soil standards is minimal. One pass of the D-6 tractor to remove slash and other material on top of the road bed and out sloping is all that will be required.

Other mitigation measures to lessen soil impacts during project implementation will include ground disturbing work to be conducted only when the ground is sufficiently dry to protect soil and water resources. The conservation of soil resources will be protected by not allowing the discharge of soil, silt or slash into any watercourse or outlet of and rolling dips during their construction. To hasten vegetative recovery of the disturbed area certified weed free straw mulch will be broadcast and resident annual grass/forbs will naturally regenerate. This will help to minimize potential soil erosion and conserve soil that has been displaced by equipment.

ITEM 6 - Damage to Scenic Resources

Not Applicable. The closure of the user created trail and improvement of the existing skid trail to create a reroute that ties back into the existing trail is not within the viewshed of a designated state scenic highway. This restoration project, by hydrologically stabilizing and closing the user created trail/road surface will hasten the recovery of the disturbed area to a more "natural" appearance that blends in with that of a mixed coniferous-hardwood forest setting.

ITEM 7 - Hazardous Materials

Is the proposed Project Area located on a site included on any list compiled pursuant to Section 65962.5 of the California Government Code (hazardous materials)? (Please select Yes or No) ☐ Yes ☒ No

If YES, describe the location of the hazard relative to the Project site, the level of hazard and the measures to be taken to minimize or avoid the hazards.

ITEM 8 - Potential for Adverse Impacts to Historical or Cultural Resources

Would the proposed Project have potential for any substantial adverse impacts to historical or cultural resources? (Please select Yes or No) ☐ Yes ☒ No

If YES, describe the potential impacts and for any substantially adverse changes in the significance of historical or cultural resources and measures to be taken to minimize or avoid the impacts.

ITEM 9 - Indirect Significant Impacts

The only indirect significant impact implementing this project will be the displacing of OHV use from the segment of 4x4 trail that is now going through private property. One of the main objectives of this restoration project is to close access to the section of trail that is currently going through private property and rerouting the trail onto the 600 foot section of existing skid road that is on National Forest System lands. The rerouting of the trail section will neither increase or decrease use, it will merely act as a bypass to ensure connectivity of the 4x4 trail from its beginning to ending terminus.

The other main objective of this project is to close and decommission the user created trail segment on National Forest System lands that was created in part by allowing users to access the section of trail that was recently discovered to be on private property. Since this is not a designated OHV route, the restoration and closure of the 1/4 mile user created trail will not have any indirect significant impacts.

CEQA/NEPA Attachment

Attachments:

[NEPA - Categorical Exclusion Letter to the File](#)

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1. Project Cost Estimate - Q 1. (Auto populates from Cost Estimate)

1. As calculated on the Project Cost Estimate, the percentage of the Project costs covered by the Applicant is: 3

(Check the one most appropriate) (Please select one from list)

- ☐ 76% or more (10 points)
☐ 51% - 75% (5 points)
☒ 26% - 50% (3 points)
☐ 25% (Match minimum) (No points)

2. Natural and Cultural Resources - Q 2.

2. Natural and Cultural Resources - Failure to fund the Project will result in adverse impacts to: 20

(Check all that apply) (Please select applicable values)

- ☒ Domestic water supply (4 points)
☐ Archeological and historical resources identified in the California Register of Historical Resources or the Federal Register of Historic Places (3 points)
☒ Stream or other watercourse (3 points)
☒ Soils - Site actively eroding (2 points)
☒ Sensitive areas (e.g., wilderness, riparian, wetlands, ACEC) (2 point each, up to a maximum of 6) Enter number of sensitive habitats [1]
☒ Threatened and Endangered (T&E) listed species (2 point each, up to a maximum of 6) Enter number of T&E species [3]
☒ Other special-status species- Number of special-status species (1 point each, up to a maximum of 3) Enter number of special-status species [3]

Describe the type and severity of impacts that might occur relative to the checked item(s):

Due to the severe rilling and active erosion that has occurred on the 1/4 mile segment of unauthorized OHV route on Ericson Ridge, adverse impacts to water quality and habitat for several T&E species and special status species will continue if this project is not funded. Ericson Ridge is part of the Upper Main Eel River watershed that drains into Lake Pillsbury which is used as a source for domestic water supply. This management area contains many unstable areas and soils that are moderately to highly erodible. This area contains habitat for the Northern Spotted Owl, Bald Eagle and winter-run Steelhead which are all T&E listed species. In addition to the T&E species mentioned, this area is also habitat for Goshawk which is a Forest Service sensitive species. Populations of the sensitive plant species *Epilobium nivium* and *Raillardella scabrida* are also known to exist within this area, along with potential habitat for *Lupinus antoninus*.

3. Reason for Project - Q 3.

3. Reason for the Project 4

(Check the one most appropriate) (Please select one from list)

- ☐ Protect special-status species or cultural site (4 points)
☒ Restore natural resource system damaged by OHV activity (4 points)
☐ OHV activity in a closed area (3 points)
☐ Alternative measures attempted, but failed (2 points)
☐ Management decision (1 point)
☐ Scientific and cultural studies (1 point)
☐ Planning efforts associated with Restoration (1 point)

Reference Document

Mendocino National Forest Land and Resource Management Plan

Management Area #10, Ericson Ridge pg. IV - 120

Management Direction: " Evaluate the suitability of the roads and trails, and obliterate or close those that are causing resource damage."

4. Measures to Ensure Success - Q 4.

4. Measures to ensure success –The Project makes use of the following elements to ensure successful implementation 12

(Check all that apply) Scoring: 2 points each (Please select applicable values)

- ☒ Site monitoring to prevent additional damage
- ☒ Construction of barriers and other traffic control devices
- ☒ Use of native plants and materials
- ☒ Incorporation of universally recognized 'Best Management Practices'
- ☒ Educational signage
- ☒ Identification of alternate OHV routes to ensure that OHV activities will not reoccur in restored area

Explain each item checked above:

Site monitoring to prevent additional damage will be conducted by LEO's or FPO's during the normal course of their patrol schedules. OHV Technicians will also monitor the site during their annual soil loss condition survey of the Ericson Ridge 4x4 trail. Installation of three permanent metal guard rail barriers will deter further vehicle intrusion into the restored area. Use of native material to cover the restored area once the heavy equipment has scarified the compacted hardpan and installed drainage features will consist of pine needles, leaf litter, slash and woody material. Educational signage will also be incorporated and strategically placed to inform forest visitors that the area is undergoing revegetation. Forest Service "Best Management Practices" will be employed to hydrologically stabilize the roadbed that is being restored. The alternate route that will be used to restore connectivity on the Ericson Ridge 4x4 route is the pre-existing skid trail mentioned in the project description.

5. Publicly Reviewed Plan - Q 5.

5. Is there a publicly reviewed and adopted plan (e.g., wilderness designation, land management plans, route designation decisions) that supports the need for the Restoration Project? 5

(Check the one most appropriate) (Please select one from list)

- ☐ No (No points) ☒ Yes (5 points)

Identify plan

Mendocino National Forest Land and Resource Management Plan

Mendocino National Forest Motor Vehicle Use Map

6. Primary Funding Source - Q 6.

6. Primary funding source for future operational costs associated with the Project will be: 5

(Check the one most appropriate) (Please select one from list)

- ☒ Applicant's operational budget (5 points)
- ☐ Volunteer support and/or donations (3 points)
- ☐ Other Grant funding (2 points)
- ☐ OHV Trust Funds (No points)

If 'Operational budget' is checked, list reference document(s):

Operational budget costs will be identified in Project Work Plans using federally appropriated dollars for fiscal years following completion of the project, and will be provided through recreation, law enforcement and resource specialist time and materials costs.

7. Public Input - Q 7.

7. The Project was developed with public input employing the following 1

(Check all that apply) Scoring: 1 point each, up to a maximum of 2 points (Please select applicable values)

- ☐ Meeting(s) with the general public to discuss Project (1 point)
☐ Conference call(s) with interested parties (1 point)
☒ Meeting(s) with stakeholders (1 point)

Explain each statement that was checked

The North Coast Regional Water Quality Control Board has been an active participant in the development of this project proposal. One of their representatives has participated in a field trip to review the project on the ground and has participated in development of the project proposal and NEPA analysis. The North Coast Regional Water Quality Control Board is a key stakeholder representing the interests of the State and the public in protecting water quality and meeting TMDL standards in an Impaired Watershed.

8. Utilization of Partnerships - Q 8.

8. The Project will utilize partnerships to successfully accomplish the Project. The number of partner organizations that will participate in the Project are 1

(Check the one most appropriate) (Please select one from list)

- ☐ 4 or more (4 points) ☐ 2 to 3 (2 points)
☒ 1 (1 point) ☐ None (No points)

List partner organization(s):

A representative of the North Coast Regional Water Quality Control Board has been an active participant in the development of the proposed project. He has participated in field review and as part of the NEPA analysis interdisciplinary team. He will continue to be involved in reviewing project implementation and post-implementation monitoring of the project.

9. Scientific and Cultural Studies - Q 9.

9. Scientific and cultural studies will

(Check all that apply) (Please select applicable values)

- ☐ Determine appropriate Restoration techniques (2 points)
☐ Examine potential effects of OHV Recreation on natural or cultural resources (2 points)
☐ Examine methods to ensure success of Restoration efforts (1 point)
☐ Lead to direct management action (1 point)

Explain each item checked above

10. Underlying Problem - Q 10.

10. The underlying problem that resulted in the need for the Restoration Project has been effectively addressed and resolved 3

(Check the one most appropriate) (Please select one from list)

- ☐ No (No points) ☒ Yes (3 points)

Explain 'Yes' answer

This project proposal calls for the decommissioning and closure of 1/4 mile of unauthorized 4x4 OHV route. Measures employed to restore, decommission and close the unauthorized route will be reinforced by the installation of metal guard rail barriers and signage. Therefore, the underlying problem resulting in the need for the Restoration Project will have been effectively addressed and resolved.

11. Size of sensitive habitats - Q 11.

11. Size of sensitive habitats (e.g., wilderness, riparian, wetlands, ACEC) within the Project Area which will be restored 3

(Check the one most appropriate) (Please select one from list)

- ☐ Greater than 10 acres (5 points)
- ☒ 1 – 10 acres (3 points)
- ☐ Less than 1 acre (1 points)
- ☐ No sensitive habitat within Project Area (No points)